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M. J. NATHAN,
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HONGKONG OFFICE: 10A, DES VOUX ROAD O.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 31st, 1912.

DEATH has brought to a somewhat sudden close the most glorious reign in Japan's history of a dynasty of rulers who boast of twenty-six centuries of unbroken succession. The late Emperor Mutsuhito ("meek man") was the one hundred and twenty-third of the imperial line, and he has ruled the nation for a period of forty-five years. There is no nation in the world more distinguished than Japan for the love and reverence shown for the Sovereign by his subjects, a reverence, it is true, based upon, "the divinity that doth hedge a King" in Japan, but the sincerity of this adoration in an age when mythical claims are critically and sceptically examined, is undoubtedly strengthened by what Dr. Gairns forty years ago described as "the divinity of common sense" which has been constantly manifested by the Emperor throughout his long and glorious reign. We may search the history of all the nations of the earth in vain for another example of so complete a change of nationality being made in the reign of single monarch. Emperor Mutsuhito came to the Throne of Japan at a most critical time in the history of the nation. For eight centuries a state of feudalism had existed in Japan. While its leaders were men of brain and action, feudalism remained, alive and vigorous, but the time came when the great daimios became "sensuists, drunkards or titled fools," and a revolutionary movement started among the able men of inferior rank in each clan, with the

result that they rose against the Shogun (the military ruler), overthrew him, relegated him to private life and then compelled their masters, the daimios, to do likewise. It was these men—OKUBO, KIDO, IWAKURA, GOTO, OKUMA, OKI, ITO, and others—almost all of them simple samurai, or retainers of the territorial nobles, who restored to the Mikado the authority the Shogun had for centuries usurped. It was at this crisis in the nation's history that the late Emperor was called to succeed to the Throne of his fathers. He was but sixteen years of age, when he first came to the meetings of the Council of State, and before the Court nobles and daimios took an oath as an actual ruler, promising that "a deliberative assembly should be formed; all measures be decided by public opinion; the uncivilised customs of former times should be broken through, and the impartiality and justice displayed in the workings of nature be adopted as a basis of action; and that intellect and learning should be sought for throughout the world in order to establish the foundations of empire." These promises at the time were regarded as either the pompous bombast of a puppet, or the pregnant utterances of a sovereign who in magnanimity and wisdom aspired to lead a nation into a higher life. Whether his Majesty was of an age to appreciate to the full the significance of his oath may be doubted, but assuredly it can be said that his Majesty's advisers meant it to be the pregnant utterance which events have proved it to be. His Majesty in his youth proved an apt pupil of the enlightened and intelligent men who guided his steps, and his sympathy with the movement for the regeneration of the nation if it really was of a passive character at the beginning, certainly became active as he steadily imbibed from his advisers the knowledge they had been at great pains to acquire, and thus for forty years the Emperor has been the soul and inspiration of the movement which has transformed a hermit nation into a worthy competitor of the wealthy, powerful and progressive nations of the world. His Majesty hands down to his son a heritage far greater than that to which he himself succeeded, and though little is popularly known regarding the abilities of the Crown Prince except that he has received a liberal education which has among other things fitted him to become in due course the Commander-in-Chief of the Army and Navy, we cannot doubt that it will be the constant aim of the new Emperor to maintain and develop the plans on which his revered father steadily worked throughout his long reign with transcendent ability and a degree of success which has astonished the world.

On Monday night a Chinese jumped off a tram car in motion at the Western Market and received injuries which necessitated his removal to the hospital.

An armed robbery took place at Tai Hang village on Monday afternoon. One of the three men implicated was arrested and brought before Mr. Melbourne at the Magistracy yesterday. The case was remanded.

Three Chinese who had placed stalls on the footpath in Graham Street and had been warned on several occasions since December last were at the Magistracy yesterday fined \$5 each by Mr. Melbourne.

There was a strike of ricksha coolies at Hankow on the 19th July, owing to dissatisfaction with certain rules imposed by the firm from whom the rickshas are hired. These rules were modified and the strike came to an end.

Twenty-five per cent. was being quoted for reinsurance in London on the *Glenroy* at the beginning of the month, when news of her stranding in the Straits of Teshima was received. The value of the ship was stated to be \$23,000.

A district watchman observed a Chinese picking the pocket of a compatriot who was looking in a shop window, and promptly arrested him. The thief pleaded guilty yesterday to the theft of fifteen cents and was sentenced to six weeks' imprisonment.

A Washington telegram states that Secretary Knox has decided to take official cognizance of the charge that American missionaries have had a great deal to do with the Korean conspiracy to overthrow the domination of Japan. He has directed a searching inquiry.

Return of visitors to the City Hall Library and Museum for the week ending the 28th July, 1912:—

	Library.	Museum.
Non-Chinese	401	153
Chinese	177	3,398
Total	578	3,551

Another Grand Variety Entertainment takes place at the Palace Theatre, Mount Austin, weather permitting, on Saturday 10th August.

The residence of Sir Charles Elliot, Principal of Hongkong University, was entered on Saturday night by burglars, who, in addition to stealing a watch and chain and sundry small articles, made off with the Principal's C.M.G. Order and his Jubilee Silver medal. No arrests have been made.

The *Penang Gazette's* London correspondent wires:—The Eastern Rubber Trust and General Agency, Ltd., have issued their report for the year. No dividend is declared. The investments have been written down by the sum of £30,103 and a sum of £16,401 is carried forward to the next year's accounts.

The ceremony of "Trooping the Colour" by the 1st Battalion The King's Own Yorkshire Light Infantry takes place on the Hongkong Cricket Club ground at 9.15 a.m. to-morrow, on the occasion of the 153rd anniversary of the Battle of Minden. His Excellency the Governor has kindly consented to take the Salute. Three enclosures will be provided.

A considerable portion of Kowloon was plunged in darkness last night by the failure of the electric light. Occurring as it did during dinner time, it caused no little inconvenience in many households. The ferry wharf looked decidedly gloomy in the dim light of the few lamps available, and the typhoon night signals at the Water Police Station could not be shown.

Mr. A. E. Irving at the Magistracy yesterday addressing a man placed before him said that as it was six months since he had absconded—if he had absconded—when charged with leaving his employment without giving notice, and his Worship had no jurisdiction in the matter. The prosecutor, however, had preferred another charge of having falsely obtained \$15. The case was remanded.

A meeting of shareholders of the British American Tobacco Company was called for July 22nd to increase the ordinary share capital of the Company by £2,000,000. The present authorized ordinary capital is £4,500,000, of which £4,109,749 has been issued and fully paid, leaving £330,251 unissued. With the addition of the proposed new ordinary shares the total capital of the Company will be increased to £11,000,000.

Curious collections are within the experience of most clergymen, remarks a London contemporary, but few are more unusual than the assortment of offerings recently brought to St. Augustine's Church, Kilburn, by the members of what is called "the Catechism Parliament," and intended as gifts towards a sale of work to be held by Miss Tildesley in Sandakan, Borneo. The objects included 38,000 pins, 900 needles, 98 packets of seeds, 312 yards of ribbon, 84 skeins of wool, 16 books, 19 pictures, and nearly 8s. in money. It is to be hoped the people in Borneo will be duly grateful, and will do their best to refrain from showing their natural surprise.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 10 a.m. yesterday:—

"Depression northern part China Sea advancing northward."

The signals were hoisted yesterday indicating that a typhoon, beyond the 300 miles' radius, was south-east of the Colony.

IMPORTANT BUILDING PROSECUTION.

A Chinese contractor was summoned before Mr. Melbourne at the Magistracy yesterday charged with using mortar for building purposes which was not up to the standard required by the building Authority.

Mr. Hutchings, of the Public Works Department, who appeared in support of the summons, said that the mortar would only stand a strain of seven pounds per inch, whereas the mean strain should be ten pounds. Defendant had been cautioned previously by the architect as to the inferior quality of the mortar he was using.

His Worship remarked that such walls as defendant had built were likely to collapse at any moment after severe rain. He would impose a fine of \$100 and order him to take down the brickwork of the houses Nos. 63, 65, 67, and 69 (second floors), Des Vaux Road West.

We understand that the carrying out of the order will cost the contractor roughly \$2,000.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BRITISH PARLIAMENT.

LONDON, July 30th.

In consequence of the snap division last week there has been energetic whipping by the Government of the Nationalists, and as a result in the series of divisions on the outstanding votes late last night the Government had majorities which varied from 87 to 121. The Labourites challenged a division on an outstanding Navy vote, which, however, was adopted by 444 votes to 39. Altogether £83,000,000 was voted in one and half hours without being discussed.

BRITISH COLONIES IN AFRICA.

THE DEVELOPMENT OF UGANDA.

LONDON, July 30th.

In a debate on some supplementary estimates for Uganda and East Africa for half a million pounds sterling it was explained that £300,000 was required for the Uganda railway, £25,000 for the improvement of the ports of Victoria Nyanza and the provision of another cargo steamer and £40,000 for the improvement of a pier at Kelindeni. Of the remainder £2,500 is for a railway from Kampala to Fort Bell, which is possibly the beginning of a trunk line which will tap the boundaries of the Congo, and £100,000 to improve communication on the Eastern side of Uganda in view of the development of cotton growing. Mr. Harcourt mentioned that the profit earned by the Uganda railway in the current year was £135,000.

Replying to criticisms, the Secretary of State for the Colonies said a wireless station was being erected at Nairobi which would be a great link in the imperial wireless chain and would be a step between Aden and Pretoria.

The estimates were passed without a division.

NAVAL APPOINTMENTS.

LONDON, July 30th.

Mr. D'Eyncourt, naval architect for Sir W. G. Armstrong, Whitworth and Co., has been appointed Director of Naval Construction, and Mr. Whiting, assistant director of construction, has been appointed Superintendent of Contract Work, while Mr. Berry, Chief Constructor at Malta, replaces Mr. Whiting.

THE NAVAL COMMISSION.

LONDON, July 30th.

The appointment of the Naval Commission foreshadowed last week has been officially announced. The terms of the reference are to report as to the means of supply and storage of liquid fuel in time of peace and in time of war and its application to the engines of warships. Sir John Fisher is chairman.

PANAMA CANAL DUES.

LONDON, July 30th.

A Washington communique indicates that Great Britain will not press her argument re the Panama Canal Bill until the Bill has passed. Meanwhile the Bill has been delayed by a coalition of Progressive Republicans and Democrats in the Senate, who in the past week secured the passage of Bills revising the wool and sugar duties. The former is identical with the Bill vetoed in 1911. The Sugar Bill reduces the duties considerably.

MARRIAGE PROBLEMS OF CANADA.

LONDON, July 30th.

The Privy Council has decided that the Dominion Bill legalising marriages of Protestants and Catholics throughout the Dominion is *ultra vires*. The contention of the Catholics of Quebec that such a Federal Bill was inapplicable to that province is thus sustained.

THE BALTIC DISASTER.

LONDON, July 30th.

A message from Binzer states that the people who were on the pier which collapsed were waiting to be taken round the German Fleet. Naval officers and bluejackets jumped overboard, rescuing many, while many doctors from the warships did splendid work.

[THROUGH REUTER'S AGENCY.]

LONDON DOCKERS' STRIKE.

LONDON, July 30th.

Mr. O. R. Bell to-day announces on behalf of the men that the strike has been resumed, but this does not affect the position at the docks, where work is in progress with a continuously increasing staff. Many undoubtedly have returned to work during the last few weeks, but thousands find their places filled. The employers maintain a firm attitude.

On the recommendation of the Stevedores' Union 50 per cent. of the stevedores have resumed, and more are expected to return to work.

POLAR EXPLORATION.

A DRAMATIC INCIDENT.

LONDON, July 30th.

The return of Mikkelsen is regarded as one of the most dramatic events in the history of Polar exploration.

He had long been given up for dead but he has accomplished his object of obtaining confirmation of the death of Eriksen and his companions and a record of their work. He also explored the North Coast of Greenland, the existing maps of which probably must be rectified.

THE TURK.

STEWARDS' CLUB.

LONDON, July 30th.

The latest betting on the Stewards' Cup is as follows:—100 to 14 against Bashfi, 100 to 11 Aiglon, 100 to 8 Braxted, 100 to 7 Golden Rod, Prester Jack, Absurd, and Bachelor's Tax, 100 to 6 Poor Boy, 25 to 1 Zebre.

Quantoek was scratched at one p.m. on Saturday.

PROBABLE STARTERS AND JOCKEYS.

Runnymede, Jelliss; Golden Rod, Maher; Absurd, F. Wootton; Braxted, Winter; Grammont, Doyle; Bashfi, Martin; Prester Jack, Wheatley; Poor Boy, Higgs; Hall Cross, F. Templeman; Castleton, Rickaby; Bachelor's Tax, Donoghue; Aiglon, Whalley; Jessica, Robbins; Canotrac, Piper; Uncle Pat, Trig; Canonite, Ringstead; Master Hopson, Bullock; Zebre, W. Huxley; Sanicle, Watson; Grayling IV., Butchers; and Spanish Prince, Sunflower, Beaurepaire, Thaddeus, Tangaroa, Lavolt, Mediator, Melody and Peggysland, for which no jockeys have yet been engaged.

THE WORLD'S SCULLING CHAMPIONSHIP.

LONDON, July 30th.

The world's sculling championship on the course from Putney to Mortlake took place on Monday, when Barry beat Arnot, the latter giving up just before the post.

The weather was showery, and Arnot winning the toss chose the Surrey station. Arnot led at the start, rowing 38 for the first minute and Barry 36. The Australian had a lead of two lengths at Crabtree, and half a length at Hammersmith, but soon afterwards Barry drew level and led by three lengths at Barnes. Arnot made a desperate spurt, but failed to sustain it and ceased rowing 80 yards from the winning post. Time, 23mins. 3secs.

THE GERMAN-BELGIAN FRONTIER.

OPENING OF NEW RAILWAY.

New railway lines of considerable extent were recently opened in the Eifel district between the Rhine and the Belgian frontier. They are in all about 140 kilometres (87 miles) in length, and have been constructed during the last two and a half years at a cost of about \$2,700,000. The Ahr Valley Railway has been altered and doubled, a new line has been constructed from Dümpelfeld to Lissendorf, four lines of rails have been laid between Lissendorf and Jünkerath, a new line has been constructed from Jünkerath to Weymertz, and a branch line has been constructed between Hillesheim and Gerolstein. There is now, therefore, a double line from Remagen on the Rhine between Bonn and Cologne, to Weymertz and Malmedy, and a line is at present under construction from Malmedy to Stavelot, on the frontier. The new lines will greatly relieve the goods traffic, especially from the Ruhr coal district. They will also serve the important military centre of Eilsborn, near Weymertz, and are, no doubt, of great strategical value.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon. Mr. E. D. O. Wolfe presided and there were also present:—Hon. Mr. W. Chatham (Vice-President), Colonel Irwin, Hon. Mr. E. R. Hallifax, Dr. Fitzwilliams, Messrs. F. B. L. Bowley, W. L. Carter, Ng Hon Tsz, Chan Kai Ming, Dr. F. Clark (Principal Medical Officer), Dr. W. W. Pearce (Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

A letter was read from Government relative to the recommendations for the training of nullahs during 1913.

Mr. Bowley minuted—Colonel Bedford's report was not before the Nullah Committee. Refer back to the committee for consideration.

The President thought this was the best course to adopt and suggested that the Committee also consider the question of nullahs at King's Park.

Agreed to.

REMOVAL OF CEILINGS.

A minute by the Medical Officer of Health relative to the removal of ceilings in top floors was read, the suggestion being made by the Medical Officer that 80 cents per square yard be paid as compensation for replacing ceilings on top floors which have been approved by the Building Authority.

Approved.

The Board afterwards considered the proposed new by-laws for the removal of ceilings and stair linings. These were approved and the Board agreed that those in existence be repealed and the new by-laws substituted therefor.

CITY SCAVENGING.

A minute was submitted by the President of the Sanitary Board relative to the proposed departmental scavenging scheme for the city of Victoria to be inaugurated on 1st January, 1914.

The President suggested the appointment of a Select Committee to investigate the proposals. The only question was whether the scheme was to come into force next year or the year after. If it were to come into force next year provision would have to be made in the Estimates.

This was agreed to, and Messrs Bowley and Chan Kai-ming, with the President, were constituted the committee.

CONVENIENCES AT THE PEAK.

An application was received from the Peak Hotel for permission to erect one water closet and two urinals at the Peak Hotel. Correspondence showed that it was contemplated drawing the water for flushing purposes from the public main, and on the Secretary of the Board asking if they could not draw upon any other source, the applicants pointed out that in the whole of the Peak there was no public convenience and that they would undertake to keep the convenience open to the public.

Mr. Bowley minuted—Grant on condition of public access.

Mr. CARTER—It seems very desirable that there should be a public convenience for others than coolies at the Peak. Hon. Mr. CHATHAM—According to the plan accompanying the application the water closet and urinals will be situated inside the building and can only be approached through the building. Under these circumstances they can scarcely be available for public use in the ordinary sense of the term.

The President said the objection raised by the Medical Officer of Health was that it was proposed to take the water supply from the mains and not from any private supply. It had been usual to refuse all applications which did not provide for flushing from a private supply on the ground that the Chinese community had not enough water for potable purposes.

Dr. FITZWILLIAMS—We are promised very shortly a further large supply from Tiam.

The President—The application may be brought up later.

Mr. CARTER suggested that the applicants be asked to reconsider the position of the proposed structure.

It was agreed to refuse the application on the ground that the flushing arrangements were not satisfactory and that the proposed site did not make it accessible to the public.

THE BRITISH NAVY.

SHIPS AND PERSONNEL.

The *Naval and Military Record* gives the following summary showing the number of ships in each class and the grand total:—

Battleships	42
Armoured cruisers	30
Protected cruisers	11
Scouts	16
Destroyers	125
Torpedo-boats	24
Submarines	46
Minesweepers	7
Depth and repair ships	16
Auxiliaries	3
Aeroplanes and flying boats	6 (1)

Grand total 335
Numbers of officers and men (about 83,000).

DEATH OF H.M. THE EMPEROR OF JAPAN.

THE MONARCH'S INFLUENCE ON THE NATION'S DEVELOPMENT.

It is officially announced that His Majesty the Emperor of Japan died at 12.43 a.m. yesterday.

The bulletins issued in the afternoon, our Tokyo correspondent wired, created the impression that His Majesty had died earlier, and that the news was being withheld.

At one o'clock yesterday morning the Crown Prince was acclaimed Emperor in the Sanctuary of the Palace.

The Privy Council have considered the date of the funeral, and will name a new Era.

A Reuter's message states that one thousand people were outside the Palace on their knees praying and weeping, priests officiating at temporary altars.

One man committed suicide in order to give his life to the Emperor. Two photographers attempting to take a flash light photograph of the proceedings were stoned and seriously injured.

The Empress wearing foreign dress had been in unremitting attendance upon His Majesty, sleeping three hours daily, and refusing to desist from the supervision of the nursing. She authorised the subcutaneous injections on Saturday and yesterday, which is unprecedented, as the Emperor's body has hitherto been considered as semi-divine and an abrasion of his skin is a penal offence.

To write an adequate sketch of the life of the late Emperor, who was 59 years of age, is practically equivalent to writing the history of Modern Japan, for His Majesty Mutsuhito, son of the Emperor Komei, succeeded to the throne of Japan in February, 1867, when he was fourteen years and three months old, and was crowned on the 18th October, 1868. He had thus reigned for forty-five years, and his reign synchronises with the country's emergence from feudalism and steady development along the lines of western civilisation into one of the first-class Powers of the world. When the late Emperor came to the throne the country was in the throes of a civil war, the object of the Reformers being to put an end to the dual system of government, and to restore the supreme power to the hands of the Ten-shi (Emperor). The war continued for eighteen months after the Emperor's accession. It ended by the Shogun, Tokugawa, voluntarily surrendering the office which had been in his family for 264 years, and in accepting the surrender the Emperor opened a new chapter in the history of the Japanese Empire. At that time the British Minister in Japan was Sir Harry Parkes and his Excellency in the Spring of 1869 dispatched Mr. Satow and Dr. Wiles to express to the newly-formed Government at Kyoto his hope that the time might be deemed opportune for the inauguration of direct relations between the accredited representatives of the Western Powers and his Imperial Majesty. The Minister's messengers were well received and he was permitted to walk freely in the streets of the ancient capital, which was something that no foreigners had ever done before. Anti-foreign feeling, however, was still very strong throughout Japan, as was proved by the wholesale massacre of a French vessel's crew at Sakai, near Osaka. But there were worse troubles to follow. For when Sir Harry Parkes went to Kyoto on the invitation of the Emperor, to attend, in company with the Ministers of France and Holland, the first imperial audience of the reign of Meiji, he and his retinue were suddenly attacked in a public thoroughfare there by two outlaws. But for the magnificent courage shown by the Japanese officers who were detailed to meet the Emperor's guest it is probable that Sir Harry would have been killed. The Emperor, it is recorded, manifested his poignant regret for the outrage when, in the following month, the British Minister was received at Court. In his book "Makers of Modern Japan," Mr. J. Morris says: "The Ten-shi gave practical effect, moreover, to his abhorrence of these crimes by issuing a decree in which he declared that all persons guilty in the future of murdering foreigners, or of committing any act of violence towards them, would not only be transgressing the express commands of the Emperor, but would be the direct source of national misfortune, inasmuch as they would be committing the heinous offence of causing the national dignity and reputation for good faith to suffer diminution in the eyes of those Treaty Powers with which his Majesty had declared himself to be on terms of unity and friendship. The effect of such an edict on the minds of people so accustomed to obey their sovereign's behests as are the Japanese could not be other than salutary, and although there were isolated cases in the years which ensued wherein attacks were made on strangers, the era of opposition to the entry of aliens was by this time practically at an end, and taken in conjunction with the abolition shortly afterwards of those anti-Christian edicts which had been promulgated by his predecessors on the throne, it must be admitted that the Emperor speedily gave gracious and convincing evidence of his desire to rule with that justice and liberality towards humanity at large by which he has ever been distinguished."

At this time the Emperor was barely sixteen years of age, and must, therefore, have been every much under the influence of sagacious advisers. The author whom we have quoted above says of the Emperor's early life:—

"It is due to the memory of the Emperor Komei, though no great change was accomplished in his reign, to acknowledge the foresight he displayed in having his son and heir educated on liberal lines, thoroughly fitted for the duties of active sovereignty over his people, so that when the moment arrived for a revolution in the system of administration the youthful monarch was equipped with knowledge regarding the outer world and its

chequered history that had never been acquired by his august predecessors on the imperial throne, coupled with broad and noble ideas of government far in advance of his years. The stirring events of 1867 and 1868 therefore found his Majesty unprepared for the tasks devolving upon him. His training had indeed been almost Spartan in its rigour and simplicity, among the family of the Court noble to whose care he had been entrusted. Strict discipline is rather the rule than the exception in Japan in regard to the education of princes, and in the youth of the Emperor Mutsuhito there was no departure from established custom—on the contrary, the Emperor, his father, had enjoined upon the noble charged with the heir-apparent's education the necessity of making him a hardy rather than a delicate youth, and he was encouraged, therefore, to take delight in horsemanship, and manly sports, the ancient game of da-kiu (Japanese polo) being much played in the palace grounds at that period. It is even said that he smelt powder before he was twelve years old, for the battle between the Choshu men and the Shogun's forces took place in Kioto close to the imperial residence, and the bullets flew in all directions among the palace buildings. As an equestrian his Majesty shines conspicuously, for he is an accomplished rider, and takes a keen delight in the field manoeuvres which in peace time are annually carried out in one part or another of his dominions. On these occasions it is no uncommon thing for the Emperor to be in the saddle day after day for a week together, and it may well be that to the profound study that he is well known to his troops to make, at all times, of the needs of his army, must in part be ascribed the firm belief of officers and men that they win battles by virtue of his beneficent interest in their welfare. He enjoys following his troops in their prolonged marches, when carrying out their regular training, and never hesitates to mount his charger in the roughest weather, on the principle that what his men are asked to do in the sense of exposure to the elements, he is ready himself to undertake. Alike under the hottest sun or the most drizzling rain, he takes his stand on some eminence to watch them defile before him, utterly regardless of personal comfort or of danger to his health. In this he evinces his complete repugnance to a life of luxurious ease, and it is to be said of his whole career, both prior to his accession to the throne of his ancestors and since, that he has never spared himself in any one particular, but has been a hard worker from his boyhood, with little or no disposition to indulge in play or relaxation of any kind "save the mental recreation involved in the daily composition of a stanza of poetry."

His Majesty began his reign with a declaration, wholly spontaneous, it is said, that as soon as practicable he would create a deliberative assembly for the discussion of public affairs; that personal freedom should be secured to all his subjects; that whatever civil or religious customs were in existence should be abolished; and that a new system, based on the study of the experience of foreign nations, particularly as regarded the defence of the Empire, should be forthwith inaugurated. This was the substance of His Majesty's Coronation oath, as it was termed, and has formed the Magna Charta of the rights and privileges of the Japanese people.

The year after his Coronation, 1869, His Majesty married the Princess Haruko, the daughter of a Court noble, and in 1870, the Imperial Court was wholly transferred from Kyoto to Yedo, which was renamed Tokyo. It is interesting to recall that it was in this year that his Majesty received Prince Alfred of England—now Duke of Edinburgh—for this was the first occasion in the history of Japan that the sovereign had ever met a foreign prince, all previous intercourse with strangers having taken place through the medium of the Shoguns.

The Emperor was but little in evidence in the early years of his reign, and it was an event in the history of the nation (says the author to whom we are indebted for many of the facts in this memoir) when the monarch who had been brought up in such strict seclusion was one day seen in the streets of his capital driving in an open carriage to Hama-goten, the beach palace in the suburbs of Tokyo, in company with his Ministers, the Princes Sanjo and Iwakura. On this occasion he had done them the supreme honour of calling for them at their residences and conveying them in his own carriage to a

ceremony in which they were both deeply concerned. This was on the 1st of October, 1871, and it is difficult to estimate at its true value the extraordinary effect which so graceful an act on the part of the monarch who had only four years before succeeded to a dignity which seemed to impose on him an existence of absolute invisibility to his subjects must have had on those who were witnesses of this vast concession to modernised ideas. Under the old régime the princes would themselves have been hidden from the vulgar gaze by the latticed windows of their sedan chairs, and the sovereign would not have been seen outside his own palace walls.

The next year the first line of railway was completed and the moment was seized by his Majesty's advisers for a grand ceremony at the port which thirteen years before had been thrown open to foreign trade. A suitable stage had been erected at the Yokohama end of the eighteen miles long railway, over which an experimental train service had been conducted for some weeks previously, and at the appointed hour the Emperor, clad in white silk robes, with crimson sash, and a sash of the Japanese character and disposition, than that by any possibility could have done in lands where less reverence is shown to sovereign attributes. The day was one to be remembered by old and young alike, for it marked beyond all doubt the emancipation of Japan from the thralldom of a feudal system which had held her in check for centuries. The Emperor had set the seal of his approval on projects of reform.

In accordance with the oath taken by his Majesty at Kyoto that intellect and learning should be sought for throughout the world, in order to establish the foundations of the Empire, about four hundred foreigners, from many countries, were employed in the country's civil service, all with but two exceptions being helpers and servants. Among them was Mr. W. E. Griffis, the author of that most interesting work, "The Mikado's Empire." Mr. Griffis was one of the professors in the Imperial University which was established in Tokyo at the beginning of His Majesty's reign, and it is interesting now to quote the impression Mr. Griffis formed of the young Emperor. He wrote: "On the 1st of January, 1872, the Mikado visited the imperial yards, dockyards, and machine-shops at Yokosuka, displaying the liveliest interest in all he saw. By his conduct throughout the entire day, and coolness and self-possession during a critical moment, when a damp mould, full of molten iron, exploded and bespattered the imperial person, he proved himself more than a petty pseudo-divinity. He showed himself a man. The last act of the mystery-play was over. As a god, the Mikado is a failure, as a man he is a splendid success. If he has any divinity it is the divinity of common sense. From dwelling in medieval seclusion in the palace, steeped in sensual delights, degraded in body and mind to the intellectual level of a girl, the sovereign of Japan has taken his place among men of thought and action, a student, a thinker, an earnest and enlightened ruler." Later in the year His Majesty visited the Imperial College, and the first impressions the professor formed of him were strengthened.

In 1873 the Emperor was again present at the opening of a railway, the line being that from Kobe to Kioto. The residents of the capital had by this time become somewhat accustomed to seeing the Emperor riding or driving through the streets of the metropolis, for he periodically reviewed his troops on the Kibaya parade ground, and not unfrequently was to be seen visiting places at some distance from his capital. Down to quite recent times—possibly it is the case still in Japan—spectators when the Emperor drove out were not permitted by the police to view a royal procession from the upper storeys of houses; they were to remain on the ground level, it being regarded as offensive for an subject of the Emperor to look from an elevation down upon his Majesty.

The great part the late Emperor played in the reorganisation of the government of the country and in stimulating the development of its resources has yet to be written by someone possessing the necessary knowledge. Every step of progress made by the country has been publicly ascribed to "the wisdom of the Emperor," and there is ample evidence that this is not entirely a mere figure of speech. His Majesty bore his Coronation oath constantly in mind, and in setting up, first, prefectural assemblies, then a national representative body, and finally granting a full Constitution, there is plenty of evidence that his Majesty was not a mere instrument in the hands of his sagacious and far-seeing Ministers, but was working in full sympathy with them.

His Majesty's keen interest in his Army and Navy is well known. In 1893, just three years after parliamentary institutions had been established, there was a furious political agitation arising out of the Lower House voting a wholesale reduction of the Government expenditure. In a message to the Diet, his Majesty wrote: "The question of national defence is one which brooks no delay, and in order to show our own sense of its importance we have directed that the expenditure of our household be cut down so that we may be able to contribute a yearly sum of Yen 300,000 for the next six years to the necessary equipment of the national defences. We have at the same time ordered all officers and officials in our service to contribute, unless excused by us for exceptional reasons, one-tenth of their salaries, for the same period of years towards the expenses of naval construction. We depend, therefore, on the co-operation, along constitutional lines, of Ministers and Representatives, in the accomplishment of our great national tasks; and we call upon our people, one and all, to do their duties in this matter."

We all know how well that call was answered, with the result that the naval as well as the military resources of the country were developed to a degree of strength which enabled Japan to defeat first the forces of China and less than ten years later to gain those famous victories over the great naval and military forces of Russia which raised Japan to a bound to the rank of a first-class Power.

During the war with China in 1894-5, the Emperor's solicitude for the welfare of his people and the painstaking diligence with which he entered into the minutest details of the naval and military plans for the prosecution of the campaign in Manchuria and Shantung, his unremitting attendance at his desk in the Hiroshima headquarters for more than eight months without change, having left his Court behind him when he took upon himself the serious burdens of conducting the war, endeared him to his people to an extent that no mere words could effectively describe. When at the close of the long struggle he returned to his capital his reception was such as to have convinced him that his subjects felt for him not the traditional reverence they owe to a sovereign but the deep and abiding regard of a loving people.

And during the War with Russia his Majesty was a constant inspiration to his troops. All the while that Japan was struggling for her national defence, she was not neglecting educational and economic development, and during his reign his Majesty has had the proud satisfaction of seeing the fruition of his hopes and labours in the high standard of progress achieved in all directions in the country and recognised in the admission of Japan by the Foreign Powers into the comity of nations and by an alliance with Great Britain. It is a tremendous achievement in so short a time and one which the nation must ever associate with the sagacity, foresight and personal initiative of the late revered Emperor Mutsuhito.

THE NEW EMPEROR.

Prince Yoshihito, the only son of the late Emperor, who succeeds to the Throne, was born on August 31st, 1879, and is therefore, nearly 33 years of age. He was installed as Crown Prince on November 3rd, 1889, was married in May 1900, to a daughter of Prince Kujo and has issue three sons.

SYMPATHY IN HONGKONG.

The news was received by the Japanese community in Hongkong with the deepest regret and a telegram of condolence with the Imperial Family was dispatched by the Consul General on their behalf. H.E. the Governor sent his A.D.C. to convey his condolences to the Consul, and similar messages were received from other leading residents. At Government House the flag was lowered to half-mast, while the flags on H.M.S. *Tamar* and *Prometheus* were half-masted, in token of respect and sympathy. The British military flags and those of the banks and many commercial houses were also half-masted.

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This Company which has a share capital of £700,000, divided into 300,000 ordinary shares and 400,000 6 per cent. Cumulative Preference shares of £1 each, is making an issue of 50,000 ordinary shares. Two hundred thousand ordinary shares have already been allotted and are fully paid. The present issue is offered at £1 5s. per £1 share and will participate in dividends from September 1st next. The object of the issue is to provide further working capital for the growth of the company's undertakings, and for the general purposes of the business. Since the formation of the company extensive new premises have been erected in Calcutta, and it has been decided to build modern business premises at Nairobi, British East Africa, and at Penang, in the Straits Settlements. Several new establishments have been opened during the past four years in India, Burma, the Federated Malay States, and China. The directors also contemplate making further extensions with the new capital now offered for subscription. These shares form part of an additional 100,000 ordinary shares authorized last month, when the ordinary share capital was increased to £200,000. Of the remaining 60,000 shares, 25,000 will be issued to the present ordinary shareholders at par. These shares may be taken up within three years, during which time they must not be sold under 30s. per share. It is pointed out that the present ordinary shareholders are, with two or three exceptions, all connected with the company, either as directors, managers, assistant managers, or senior assistants. The remaining 25,000 shares are reserved for issue later.

NEW SCHOOL METHOD.

An experiment with an educational system under which the child is given "an environment which liberates his personality," is to be recommended for trial in one of the London County Council elementary schools. The system—that of Mme. Montessori, an Italian—is in force in Rome. Under it children are allowed to move about freely in the schoolroom; they may sit where they wish and act as if at home; the teacher is a "passive" rather than an "active agent."

SUPREME COURT.

Tuesday, 30th July.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (Hon. Mr. W. REES DAVIES, K.C.)

"CRYSTAL LIMITED, TIENTSIN."

This was a petition presented by "Crystal Limited, Tientsin," for confirmation by the Court of a special resolution passed by shareholders authorising the reduction of capital from Tls. 75,000 to Tls. 52,000.

Hon. Mr. C. G. Alabaster, instructed by Mr. G. K. Bruton, who appeared in support of the petition, stated that the petition had been duly published in all the leading European and Chinese newspapers in the Colony to inform creditors should there be any, but no creditors had come forward. Counsel then proceeded to read the several clauses of the petition. Afterwards he read the affidavit of Mr. Bruton in support of the statement with reference to due notice having been given through the newspapers.

His Lordship made the order confirming the resolution and approved of the minute in clause 11 of the petition.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

A PARTNERSHIP DISPUTE.

Their Lordships the Chief Justice and the Puisne Judge sat to hear an appeal from a judgment of the ex-Chief Justice in the case of the Fook Lung Firm v. the Lai Yuen Firm, the Shiu Lung Firm, the Cheung Yuen Firm, and the Shiu Kee Firm, partners of the Yan Wo Firm, and Chan Kit Shan. The original case was an application by the plaintiff for an order dissolving the partnership and asking that an account of the partnership should be taken.

The Hon. Mr. H. E. Pollock, K.C., with whom was Mr. Eldon Potter, instructed by Mr. Reader Harris of Messrs. Wilkinson and Grist, appeared for the appellants, and the Hon. Mr. C. G. Alabaster, instructed by Mr. Holbrow, of Messrs. Deacon, Looker and Deacon, appeared for the respondents.

Mr. Pollock, in opening, said this was an appeal from the judgment of the late Chief Justice, Sir Francis Pigott, which was delivered on the 28th March last. It was an action which was brought by the plaintiffs (one of the five firms composing the Yan Wo Firm), against the other four firms which composed the Yan Wo Firm. Chan Kit Shan the managing partner, was originally the plaintiff in this action but his name was struck out by order of Sir Francis Pigott. As far as Chan Kit Shan was concerned, he was not represented, his name having been struck off the register. This was a very ordinary form of action. It was an action by one partner against the other four partners, asking for a dissolution and that accounts should be taken and for whatever relief the Court might grant as a matter of course. The Yan Wo Firm came into existence in the spring of 1899. It dealt in opium, carrying on business in Hongkong and Macao. In Hongkong the style of the business was the Yan Wo and in Macao it was the Kung Chan. Raw opium was bought by the firm here and exported to Macao, where it was boiled and prepared and afterwards exported to California and Australia. He put it to their Lordships that partners had a general right by law to have accounts rendered. The defendants in this action put in certain pleas in their defence for the purpose of showing or trying to show that the plaintiffs were not entitled to that *prima facie* evidence. Having read the judgment of Sir Francis Pigott, Mr. Pollock added that he thought their Lordships had a very definite statement from the late Chief Justice's judgment as to what his ruling was: firstly, on the pleadings, and secondly, on the law. The late Chief Justice held that the defendants' plea did not amount to pleading an account stated; but that the defendants alleged was something quite different, something which had no technical sense or meaning; the defendants were relying upon the common law of acquiescence. The late learned Chief Justice did not find that there was no plea of stated accounts pleaded or proved; but what he found was something which "e" stated had no technical name nor meaning but which he remarked came within the common law of acquiescence. He submitted that it was quite clear that it was acquiescence, taking the finding of the learned Judge as right. After dealing with the legal meaning of the word acquiescence, Mr. Pollock submitted that the defendants, to succeed upon any question of acquiescence, would have to show in good faith that it was necessary for these accounts to be taken. His learned friend Mr. Alabaster might say that there had been evidence before the Judge to show that certain books of accounts were destroyed, but counsel would show that no such point could be availed of.

The Puisne Judge—How did the Statute of Limitations come in? Did he say you were entitled to accounts but could not get them?

Mr. Pollock—My friend Mr. Slade amended the pleadings on the ground of limitation.

The Chief Justice—We will have to consider the question of limitation. That will take a little time.

Mr. Alabaster—Unless they are successful in this appeal, the question of limitation will not come in.

Mr. Pollock—We have a *prima facie* right as partners to the accounts and we have a right to these accounts. We submit that we have *prima facie* evidence to accounts and unless the defendants set up a defence it would not be necessary for us to come into Court.

The hearing was adjourned.

RUMOURS OF SEDITION IN HANKOW.

LIVELY SCENE IN THE NATIVE CITY.

HANKOW, July 30th

Something of the anxiety that has prevailed at Wuchang for the past two weeks spread across river to Hankow during Thursday night and yesterday morning. On Thursday night the streets of the native city were patrolled and people ordered to stay within doors. None were allowed to pass along the streets without special leave. Many of the banks and large shops had their stocks of silver brought down to the Concessions for safety.

Yesterday forenoon a landing party from the *Cadmus* came ashore, but soon went aboard again.

Nothing happened to disturb the peace, but among the natives fear of a military riot was universally felt. It was known that there had been some discontent among troops stationed behind Hankow city, and this dissatisfaction had been brought to a head by the execution, a couple of days ago, of the chief instructor of the sixth regiment of this division, the second.

According to a statement made yesterday at the headquarters of the second division, the stationing of the troops on the city streets the preceding night was a trick of the colonel of this regiment to keep his men busy so that the agitators might not be able to strike the blow they were said to have planned for that night. The division general is said to have disapproved of the measures taken and to have reprimanded the colonel.

It is rumoured among the natives in Hankow as well as Wuchang that some sedition-mongers are trying to work up a movement against General Li.

Some wild rumours came across from Wuchang yesterday. One said that a man had been caught taking two boxes filled with secret society badges and bombs through the Hanyang gate, and it was reported that one of General Li's secretaries has been involved in guilt by this find. Another report stated that seventeen men have been executed at Wuchang during the day. Probably that number is an exaggeration.—C. C. Post.

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NITROGEN PRODUCTS.

The nitrogen-fixing processes, first started on a commercial scale in Norway and Italy about six years ago, were reviewed in a British Association paper by E. Kilburn Scott. The chief products are artificial manures—nitrate of lime, with 12½ per cent. of nitrogen, and calcium cyanamide, with 18 per cent.—and these are made at prices comparing favourably with those of older artificial manures, such as nitrate of soda and sulphate of ammonia. For the nitrate of lime, by Birkeland and Eyde's process, nitrogen of the air—a unique raw material, costing nothing—is fixed directly in the electric furnace, nitric acid from this fixed gas then acting on carbonate of lime. In the calcium cyanamide process, brought out by Frank and Caro, the nitrogen is first isolated from the air, and is then absorbed by carbide of calcium, an electric furnace product costing about \$30 a ton. To offset the difference in cost of raw materials, the nitrate of lime process requires more electric energy for a given amount of nitrogen fixed. Products of these processes have many other uses. Concentrated nitric acid is sold for gun-cotton, dynamite, etc., and ammonium nitrate, in demand for safety explosives, is made by weak nitric acid from Birkeland-Eyde towers and ammonia liquor from English gas-works. This material, with 35 per cent. of nitrogen, sells at \$135 a ton.

A WAX MOON.

A model of the moon in wax was nearly completed by the late Charles Emile Stuyvaert, of the Royal Observatory, Brussels. It is on the scale of one-millionth of the natural size, and he had been at work on it ten years at the time of his death in 1908. One of the 24 sections forming the hemisphere was lately shown in London.

MAGIC PICTURES.

A rather mystifying picture is noted by a German photographer. On stripping off a negative film and breathing on the cleaned glass plate, a positive copy of the negative appears. Strange also is the impression seen on breathing on a polished metal surface where a coin has lain a few minutes.

RADIUM IN THE BODY.

Human radioactivity has been investigated by Prof. R. Werner, of the Heidelberg Academy of Sciences. Obtaining 41 sections from 12 different human bodies, he has calcined these, and then tested them with an instrument called Wal emanometer, which is declared to be more sensitive and reliable than the best gold-leaf electroscope. The sections all gave indications of radioactivity by increasing the conductivity of the air. The brain was most active, followed in order by the lungs, heart and liver, and only very faint indications were yielded by the kidneys and the spleen. The organs of the old were decidedly more radioactive than those of the young. Occupation appeared to make no difference, and no effect could be traced to station in life or any living conditions. It was concluded that the phenomena are the result of the presence of radium or one of its disintegration products—probably absorbed from food or drink.

LUSTROUS CLOTH.

The new metal cloth of a German factory not only has the original metallic colours—gold, old gold, silver, copper, etc.—but is also made in ordinary modern tints, with a brilliant metallic lustre. The Ronar yarn used for it is not, like other metal threads, a fibre of ordinary textile wound with tin. Any suitable core thread is employed, and this is coated by a special chemical method, which gives a durable waterproof covering in which the metallic particles are embedded and protected. It is claimed that the yarn cannot oxidize or blacken. It may be made into cloth alone, or it may be effectively combined with other materials, such as artificial silk.

TOOTHBRUSH GERMS.

The bacteriology of the toothbrush has been given attention by some British physicians. The first using was found to infect the brush, and bacteria then developed rapidly on every hair. Ordinary powders and pastes had little sterilizing effect. Keeping the brush in formalin disinfectant it, but this so softened it that it was useless. Rinsing with a one per cent. solution of trikresol after each using proved most satisfactory. Another effective method of disinfection was boiling the brush five minutes before and after use; and the bacteria can also be avoided by having a new brush—an expensive one will do—each day.

AN ARTIFICIAL ZODIACAL LIGHT.

In his curious electrical imitations of the Zodiacal Light and Saturn's rings, Prof. Birkeland, of Christiania, uses a discharging stand having as its negative pole a three-inch iron ball containing an

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[636]

electro-magnet. When the ball is highly powerful, the whole surface becomes polished and the current sufficiently covered with sparks or disruptive discharges. But when the magnetizing current is turned on, the sparks tend to form two bands parallel to the ball's magnetic equator. Various observers have noted a like arrangement of sun spots, the two bands being between 5deg. and 40deg. of north and south latitude. These sun-spots are centres of emission of cathode rays, and it is suggested that they are due to the piercing of the photosphere—acting as an insulating envelope—by the disruptive discharge. The sun's nucleus is supposed to serve as positive pole of the enormous currents. The cathode rays given off may explain not only the luminous phenomena of the atmosphere of the earth, but magnetic storms, and also—it has been added—such heat-waves as have been lately experienced.

PURE IRON.

The production of iron by electrolytic deposition seems to have been brought to a commercial stage by Franz Fischer of Berlin, and the process is in use in large works at Leipsic. By varying the electrodes, the product can be obtained as sheets of any desired thickness or in the form of tubes. The iron is remarkably pure, and this is said to make it much more easily magnetized and demagnetized than ordinary metal. The exceptional magnetic properties seem to give it special importance for dynamos and transformers and for other apparatus.

A SIXTH-SENSE MYTH.

The sixth sense, popularly attributed to the blind, has been investigated by Dr. M. Kunz, of Dresden, aided by many German doctors. All agree in the conclusion that there is no such sense. The detection of the nearness of objects that has been so puzzling is due to extra-sensitiveness of the skin, but this is confined to the face, and does not exist at the top of the head or back of the neck. This sensitiveness is not connected with hearing. Some persons have it who can see, and persons blind through injury do not have it.

THE KOREAN WOMAN.

"Spectator" writing to the *Japan Mail* from Seoul, says:—The subject is a wide one and we cannot deal with it here. Is she, for example, going to hold her own with her Oriental sisters of China and Japan? Has she qualities that will overcome in face of the thousand odds against her? Will she take a larger share than her husband or brothers at the long pull in bringing her people to the forefront in the movements of the East?

In the first place, she has never been free like the women of Japan, to go and come as she pleases. A prison life, has been hers and her ancestors. Freedom denoted social inferiority, and a tanned face was like a mark of sin. In her tight little quarters, over the kang floor, she has borne and brought up her race; has worked her nimble fingers over distaff and needle; has prepared her rice and condiments for her lord and master; and has pulled through, till to-day she appears, perhaps, the better and more hopeful sex of the two.

Now that the world has opened, she comes forth to greet the public, but unfortunately her dress and general outfit are against her. The baggy trousers, the loosely bundled skirt, the unfashioned socks, the short jacket, loose from the skirt and gaping front and rear, her head garnished with cap and sleeveless

mantle, all make her an oddity as she steps out on to the stage of the world's doings. A smile or a question naturally follows in her wake. To adjust herself to this world and find her place is the task for the day.

The writer recalls a very poor Korean widow woman of years ago. She had no husband and no son, and four daughters were the special mark of her humiliation; four meaningless units to be fed, and clothed, and sorrowed over.

There was a little mud hut called Home, of one cheerless room six by six by twelve, plastered inside with mud, and with no white paper or other relief to hide the monotony of the wall.

As the oldest of the children was able to look after the others, the mother went out to washing. Day by day she toiled. How she managed to find sufficient for these hungry chicks of hers it would be hard to tell. Those bony hands wielded the ironing sticks with a continuity of motion that would have done credit to the wife of Goliah of Gath. To one who tries for the first time to do Korean ironing and to keep it up, it is like holding out five pounds at the horizontal and continuing so for half a day. The arms simply die under the agency of it. She had graduated through all the stages of weariness and pain, till the radius joint-bone of each wrist stood out like a bursa bunion.

She became a Christian, this woman. Why not? Might just as well, you know, nothing could be worse than her lot now, and Christianity talked of comfort and peace. She would try.

The writer still recalls her cheery smile through the tanned and scarred and wrinkled features. There was always a wholesome set of activities accompanying her presence, that more and more made amends for the place of humility in the social world that her lot called for. The four daughters were unschooled. When did Korean girls ever go to school in those days? More unreasonable that would be than to have a modern suffragist for a member of the Cabinet. They were bright, strong girls, however, and would, doubtless, pick up the washing and ironing sticks in due time, and give their poor old faithful mother a rest.

Twenty years later the writer visited the old washerwoman. To a clean, neat, busy Korean house she wended his way. She greeted him with the same kindly smile of twenty years before, with a thinner and more sprightly expression, however, such as age takes on. She had retired now from hard-labour and the pressing burdens of life. In return these daughters of hers fed and cared for her.

The oldest was the matron of the home, with her own children about, a strong honest-faced Korean woman, such as gives one hope for the whole peninsula. She had once befriended a little foreign child in dire distress in days gone by, and her grateful name was ever afterwards cherished and remarked upon.

The second, a woman, once seen, not to be forgotten, head of one of the best Middle Schools in the capital; a perfect host in herself. Is it good order that is hoped for out of chaos? This number two will bring it. Is it wise counsel needed that will prevail? She will do. Is it a question of talking to 500 women of various degrees of arrested intelligence, and having them see and learn, and know? She is the one. Passers-by who meet and see her have but one word, and that of grateful surprise and delight. She would be marked and used in any land where intelligence and efficiency were the requisites.

The third daughter is in charge of a large medical practice. How she got across the wide ocean, learned English, reached Philadelphia and graduated from the School of Medicine and Surgery, I do not know. But this she did, and here she was number three nobody in the train of a submerged family, has brought healing and joy to many thousands.

The fourth, a jolly little girl with round face, who played at mud pies and built castles in the air, is head of a Training School for Nursing, accomplished, a good English scholar, trained in music, and one of the best factors in the hopes of the city.

These are samples of the possibility of the Korean woman.

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KOREA	18,000	TUESDAY,	3rd Sept., at 1 p.m.
SIBERIA	18,000	TUESDAY,	17th Sept., at 1 p.m.
CHINA	10,200	TUESDAY,	24th Sept., at 1 p.m.
MANCHURIA	27,000	TUESDAY,	1st Oct., at 1 p.m.
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WEDNESDAY, 31st July, 1912.

8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."

8 a.m. "HONAM."
5 p.m. "FATSHAN."

THURSDAY, 1st August, 1912.

8 a.m. "HONAM."
10 p.m. "FATSHAN."

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N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer leaving Macao at 5 p.m.

MONDAY, 5th August.

S.S. "SUI AN,"

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S.S. "TORILLA," 6,679 tons, Capt. C. J. Swanson, R.N.M., will be despatched for
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The above Steamers have excellent Saloon accommodation for Passengers and are fitted
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AND KING'S BUILDING, HONGKONG.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJMANOER	JAPAN	First half of Aug.	JAVA	First half of August.
TIJANAS	JAVA	First half of Aug.	JAPAN	First half of August.
TIJAROEM	JAVA	First half of Aug.	JAPAN	First half of August.
TIJODAS	JAVA	Second half of Aug.	JAPAN	Second half of August.
TIJIRINI	SHANGHAI	Second half of Aug.	SHANGHAI	Second half of August.
TIJLATJAP.	JAVA	Second half of Aug.	SHANGHAI	First half of September.
TIJLIWONG	JAVA	First half of September.	JAPAN	First half of September.
TIJMAHI	JAVA	First half of September.	SHANGHAI	Second half of September.

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 30th July, 1912.

Telephone No. 375.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crowley	Manila, Mangarin, Davao and Cebu	On 9th Aug., 4 p.m.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Davao and Cebu	

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 11th July, 1912. PHILIPPINES S.S. Co. 113

NORDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, CEBU, SINGAPORE, PENANG, SUMATRA, AND AUSTRALIA.

STEAMERS TONS TO SAIL.

NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN ... "PRINCESS ALICE," 20,300 { Wednesday, 7th Aug., at Noon.

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA ... "KLEIST," 17,000 { About Wednesday, 7th Aug.

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE ... "COBLENZ," 6,750 { Saturday, 10th Aug., at 9 a.m.

Kobe and YOKOHAMA ... "PRINZ SIGISMUND," 6,000 { About Tuesday, 20th Aug.

KUDAT and SANDAKAN ... "BORNEO," 5,000 { Middle of August.

All the Steamers of the European Line are fitted with Wireless Telegraphic
New System of Telefunken.

For Further Particulars, apply to

NORDEUTSCHER LLOYD,

MELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 27th July, 1912.

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY EAST DIRECT SERVICE TO TRIESTE,
via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th August.
S.S. "AFRICA," 8,800 tons, will leave as above on 19th September.
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th August.

S.S. "AFRICA," 8,800 tons, will leave as above on 4th September.

Cheap rates, Hongkong-Shanghai, 26 1st, 24 2nd, 23 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.

No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Landrhy, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME and VENICE.

via SINGAPORE, PENANG, COLOMBO, BOMBAY, KAEACHI, ADEN, SUEZ and PORT SAID.

S.S. "SILEZIA," 13,900 tons, will leave as above on 31st July.

TO YOKOHAMA, KOBE via SHANGHAI.

S.S. "VORWAERTS," 12,900 tons, will leave as above on 31st July.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 29th July, 1912.

Princes' Building.

1155

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East.—16 DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 52, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

PASSED THE CANAL.

June 25th—Braemar, Bulow, Candia, Carmathenshire, Matoppo, Peishawar, Pandalia, Yangtze.

Ernest Simons, Nubia, Arcadia, Baron Driessen, Schuytkeil, Neleus, Patricia.

2nd—Benvenue, Barneo, Calchas, Flintshire, Lutzow, Yeddo, Kito.

5th—Kitano Maru, Suevia, Titan, Telemachus.

6th—Bohemian, Goeben, Himalaya, Maccaber Castle, Baron Ostry.

July 12th—Alicino, Perseus, Sarda, Stheno, Tranqu

SHIPPING

ARRIVALS

FOOCHOW, British str., 1,223, Cowan, 29th July—Manila 29th July, Nil—Butterfield & Swire.
 FRI, Norwegian str., 30th July—Canton, GERMANIA, German str., 330, C. Jensen, 30th July—Sydney 15th June, Copra—Siemens & Co.
 INDIAGHILL, British str., 3,000, W. E. Kelway, 29th July—Keelung 28th July, General—Jardine, Matheson & Co.
 MARIE, German str., 1,109, H. Schenck, 29th July—Saigon 28th July, Flour and Rice—Jensen & Co.
 SHIMBA, Austrian str., 3,737, G. Nieslich, 29th July—Kobe 10th July, General—Sunder, Wieler & Co.
 TRIESTE, British str., 1,340, Frazier, 30th July—Saigon 29th July, Rice—Chinese.
 TOS, Chinese str., 951, N. P. MacKinnon, 29th July—Tamsui 27th July, Ballast—Order.
 VOUGAETS, Austrian str., 3,737, 30th July—Trieste and Singapore 24th July, General—Sunder, Wieler & Co.
 YAWATA MARU, Japanese str., 3,516, T. Sekine, 30th July—Japan 24th July, General—Nippon Yusen Kaisha.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
 July 30th.
 FOOCHOW, British str., for Shanghai.
 KAMO MARU, Japanese str., for London.
 KIYO MARU, Japanese str., for Swatow.
 QUANTA, German str., for Chingwangtao.

DEPARTURES

July 30th.
 CHANGCHOW, British str., for Canton.
 EASTERN, British str., for Kobe.
 HAIYANG, British str., for Swatow.
 HONGKONG, French str., for Pakhoi.
 KWANGSUNG, Chinese str., for Canton.
 MATILDE, German str., for Haiphong.
 SAPO MARU, Japanese str., for Seattle.
 SHANTUNG, British str., for Kobe.
 TAN, British str., for Manila.
 YAWATA, American str., for Manila.

SHIPPING REPORTS.

The British str. *Foochow* reports: Moderate easterly winds and fine weather. The Chinese str. *Tos* reports: Fine weather light S.W. breeze, smooth sea all the way.

PASSENGERS.

ARRIVED.

Per *Silesia*, from Kobe, Mr. W. A. Watson and Mr. G. Carmichael.
 Per *Germania*, from Sydney, Father Gibbard, Sisters Leonhardine and Johanne.
 Per *Yawata Maru*, for Hongkong, from Japan, etc., Lieut. F. H. Hickey, Mr. Van Rens, Mr. W. P. Hubbard, Mr. R. C. O'Gill, Mrs. F. Shindo, Mr. Y. Koga, Mr. T. Morita and Mrs. N. Fujisaki.
 Per *Manchuria*, for Hongkong, from San Francisco, etc., Miss Jessie Brooke, Miss Kathryn F. Cronin, Mr. and Mrs. P. S. Hyde and infant, Miss Josephine S. Hyde, Miss Eleanor Hyde, Miss Clara Martin, Mrs. Helen M. McCran, Mrs. L. C. Mendel, Miss Zeta Mendel, Mr. and Mrs. O'Brien, Dr. and Mrs. B. Bliss, Miss Leah Haller, Mr. and Mrs. J. Driscoll, Miss L. A. Lewis, Dr. L. C. Mendel, Miss Bessie Anderson, Mr. and Mrs. J. B. Hanson, Miss Flora J. Beck, Mr. H. W. Dunn, Mrs. Chas. Bonney and two children, Mr. John W. Curton, Miss Marion Lyons, Mr. G. C. Parsons, Dr. and Mrs. J. R. Hurley, Mrs. T. E. Ryan, Mrs. C. A. Dow, P. H. Gaffney, Miss Katherine Z. Sullivan, Mr. Wm. Fetherly, Mr. J. S. McKaig, Mr. E. R. Bush, Mr. Melvin A. Hall, Mr. Marjorie Hennessey, Miss M. M. Wheeler, Mr. and Mrs. Jedon and three children, Mr. Adelaide Campbell, Mrs. Jas. Hickman and two children, Mr. and Mrs. J. W. Reigley and child, Mr. and Mrs. H. T. Anstra and infant, Mr. G. C. Repley, Mr. L. M. Southworth, Mr. and Mrs. S. A. Weisman, Mr. R. J. Fiske, Mrs. M. A. Harris, Miss E. Armstrong, Miss M. M. Cox, Mr. and Mrs. A. K. Spring, Mr. T. Ohga, Mr. A. L. Rudes, Miss N. Compton, Mr. J. Burton, Mr. Chas. H. Caire, Mr. G. D. Lundy, Mr. and Mrs. H. D. Van Runt, Mr. Geo. E. Brasher, Mr. J. M. Ross, Mrs. M. H. Gaffney, Mr. and Mrs. G. C. Cobb and daughter, Mr. and Mrs. Alvin Seale, Mr. P. Rhodes and infant, Miss Agnes Parker, Mrs. W. W. Kay, Mr. and Mrs. R. F. Strong, Mr. and Mrs. John T. Macleod and two children, Mrs. Wm. A. Hall, Miss O. Hopper, Mr. A. Snook, Mr. and Mrs. B. Honig and daughter and Mrs. Rena Campbell.
 DEPARTED.
 Per *Zafra*, for Manila, Mr. A. Solenap, Miss O. Solenap, Mr. J. M. Freeman, Mrs. Lamb and child, Mr. and Mrs. J. Lindberg, Mr. John Jones and Mr. Henry Strong, Miss O. Carvalho, Miss G. Carvalho, Mr. F. W. Ashurst, Mr. A. R. Hassan, Mr. Lyons, Rev. Father Rodriguez, Mr. N. Kaumanns, Mr. A. Gascon Enriquez, Mr. H. Lebrun, Mr. Lafuente, Mr. Casanova, Mr. Bishen Singh, Mr. M. Baulista, Mr. G. Nicolas, Mr. Samb Singh, for Cebu, Mr. and Mrs. Lerrigo, for Cebu, Mr. H. Concolluela.

FOR SHANGHAI

THE P. & O. S. N. Co.'s Steamship
 "ARCADIA,"
 Capt. in S. Barham, will leave for Shanghai TO-MORROW, the 1st August, at 5 P.M.
 For Freight or Passage, apply to
 H. W. D. SHALLARD,
 Acting Superintendent.
 Hongkong, 30th July, 1912.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

ORIGIN.	VESSEL'S NAME.	FLAG & NO.	DEPT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, via SUEZ, PORT OF CALL.	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 3rd August, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	PERBROOKSHIRE	Brit. str.	—	S. Finch, R.N.R.	P. & O. S. N. Co.	About 7th Aug.
LONDON, LEITH & ANTWERP	FORREST BUELOW	Ger. str.	k.w.	Jäger	JARDINE, MATHESON & Co., Ltd.	About 10th August.
HAVRE, ROTTERDAM & HAMBURG, &c.	GOLDENFELS	Ger. str.	k.w.	Didrichsen	HAMBURG-AMERICA LINE	On 13th August.
HAVRE, BREMEN & HAMBURG, &c.	BRISAVIA	Ger. str.	k.w.	Girshofman	HAMBURG-AMERICA LINE	On 23rd August.
HAVRE, ROTTERDAM & HAMBURG, &c.	SUEVIA	Ger. str.	k.w.	Rassau	HAMBURG-AMERICA LINE	On 5th September.
MARSEILLES, HAVRE & HAMBURG, &c.	SILERSIA	Ger. str.	k.w.	Ernst	HAMBURG-AMERICA LINE	On 11th August.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AKI MARU	Jap. str.	—	B. Kon	NIPPON YUSEN KAISHA	On 14th Aug., at D'light.
VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN	SEATTLE MARU	Jap. str.	—	N. Noda	OSAKA SHOSEN KAISHA	On 6th Aug., at 1 P.M.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	YOKOHAMA MARU	Jap. str.	—	N. Noda	NIPPON YUSEN KAISHA	On 13th Aug., at 4 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	MIKIO MARU	Jap. str.	—	L. Frank	OSAKA SHOSEN KAISHA	On 17th Aug., at 1 P.M.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	SILERSIA	Aus. str.	—	—	—	—
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	BOHEMIA	Aus. str.	—	—	—	—
NEW YORK via SUEZ CANAL	ATROIL	Brit. str.	—	—	—	—
BOSTON & NEW YORK	INVERCLYDE	Am. str.	—	—	—	—
BOSTON & NEW YORK	INDRAGHIBI	Brit. str.	—	W. E. Kelway	JARDINE, MATHESON & Co., Ltd.	On 9th August.
BOSTON & NEW YORK	KANSAS	Am. str.	—	E. Linklater	HAMBURG-AMERICA LINE	About 31st Aug.
BOSTON & NEW YORK	ANDRIA	Ger. str.	k.w.	W. Fass	THE BANK LINE, LIMITED	About 10th Sept.
BOSTON & NEW YORK	JACOB COWLEY	Brit. str.	—	—	—	—
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2m.	W. Davidson	CANADIAN PACIFIC R. Co.	On 3rd Aug., at 6 P.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPRESS OF INDIA	Brit. str.	2m.	—	PACIFIC MAIL S.S. Co.	On 24th Aug., at 6 P.M.
SAN FRANCISCO via KEELUNG & JAPAN, &c.	MONGOLIA	Am. str.	—	A. G. Stevens	TOYO KAISEN KAISHA	On 27th Aug., at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 2nd Aug., at Noon.
AUSTRALIAN PORTS via MANILA	COLEMAN	Ger. str.	—	L. Klugkist	MELBOURNE & Co.	On 10th Aug., at 9 A.M.
AUSTRALIAN PORTS via MANILA	BARON CAWDORE	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 17th Aug., at Noon.
DELGOA BAY, DURBAN, EAST LONDON, &c.	KITO MARU	Jap. str.	—	—	GILMAN & Co.	About 15th August.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	YOKOHAMA & KOBE	Brit. str.	—	—	TOYO KISEN KAISHA	On 6th Aug., at 5 P.M.
YOKOHAMA & KOBE	KAGA MARU	Jap. str.	—	W. W. Tucker	SANDER, WIELER & Co.	On 2nd Aug., at D'light.
KOBE & YOKOHAMA	ABRAXON APCAR	Brit. str.	—	G. Tabasa	JARDINE, MATHESON & Co., Ltd.	To-day, at 5 P.M.
KOBE & MOJI	PRINZ SIGISMUND	Ger. str.	—	F. M. Austin	NIPPON YUSEN KAISHA	About 20th Aug.
KOBE & YOKOHAMA	NIPPO MARU	Jap. str.	—	D. Lenz	DAVID SABROON & Co., Ltd.	To-day, at Noon.
NAGASAKI, KOBE & YOKOHAMA	TIPANAS	Dut. str.	—	M. Yagi	NIPPON YUSEN KAISHA	Quick despatch
TIENSIN via WEIHAUWEI	CHONGHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 6th Aug., at Noon.
WEIHAUWEI, CHEFOO & TIENSIN	BUCHOW	Brit. str.	1m.	Forreth	BUTTERFIELD & SWIRE	On 8th Aug., at 4 P.M.
SHANGHAI MOJI & KOBE	GENSHI MARU	Jap. str.	—	Noguchi	NIPPON YUSEN KAISHA	To-day.
SHANGHAI	CHIHUA	Jap. str.	1m.	Benson	BUTTERFIELD & SWIRE	On 1st Aug., at 4 P.M.
SHANGHAI via NINGPO	ACADIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On 1st Aug., at 5 P.M.
SHANGHAI, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	On 2nd Aug., at Noon.
SHANGHAI, KOBE & MOJI	SUEVIA	Ger. str.	—	Rassau	HAMBURG-AMERICA LINE	On 2nd Aug.
SHANGHAI	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 3rd Aug., at Noon.
SHANGHAI	ANBU	Brit. str.	1m.	J. B. Harris	BUTTERFIELD & SWIRE	On 3rd Aug., at M'night.
SHANGHAI	BOHEMIA	Aus. str.	—	—	SANDER, WIELER & Co.	On 4th August.
SHANGHAI	WINGANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 5th Aug., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SABINDA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 6th Aug.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KLEIST	Ger. str.	—	L. Masses	MELBOURNE & Co.	About 7th Aug.
SHANGHAI & KOBE	JISSEN MARU	Jap. str.	—	M. Machida	NIPPON YUSEN KAISHA	On 12th Aug.
SHANGHAI, KOBE & MOJI	JELUNGA	Brit. str.	—	—	DAVID SABROON & Co., Ltd.	On 18th Aug.
SHANGHAI, YOKOHAMA, KOBE & MOJI	DEW OF GLAMIS	Brit. str.	—	—	ARTHUR NELSON & Co.	About 20th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TIENKIN	Dut. str.	—	—	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
FOOCHOW via SWATOW & AMOY	KAIJO MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	To-day, at Noon.
ANPING via SWATOW & AMOY	MIYAJIMA MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 7th Aug., at 10 A.M.
TAMSAI via SWATOW & AMOY	DAIHIN MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 4th Aug., at Noon.
SWATOW	HAIMUN	Brit. str.	2h.	J. W. Evans	DOUGLAS LAFFRAIR & Co.	To-day, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIOHNG	Brit. str.	2h.	W. C. Passmore	DOUGLAS LAFFRAIR & Co.	On 2nd Aug., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2h.	J. S. Rosch	DOUGLAS LAFFRAIR & Co.	On 6th Aug., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIOHNG	Brit. str.	2h.	A. E. Hodgins	DOUGLAS LAFFRAIR & Co.	On 9th Aug., at 11 A.M.
MANILA	KWONGSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 3rd August, at 2 P.M.
MANILA, CEBU & ILOILO	KATONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th Aug., at 4 P.M.
MANILA, MANGABIN, ILOILO & CEBU	BUBI	Am. str.	1m.	S. A. Crook	SHAW, TOMES & Co.	On 9th Aug., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	YUENANG	Brit. str.	—	P. H. Boffo	JARDINE, MATHESON & Co., Ltd.	On 10th Aug., at 2 P.M.
BOMBAY via SINGAPORE & COLOMBO	TIJMANOOR	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	HAKARA MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 5th Aug.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Bradely	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	TORILLA	Brit. str.	—	C. J. Swanson, R.N.R.	DAVID SABROON & Co., Ltd.	To-day, at 1 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	CEYLON MARU	Jap. str.	—	Tosawa	NIPPON YUSEN KAISHA	On 2nd Aug.
SINGAPORE, PENANG & RANGOON	FUTALA	Brit. str.	—	H. W. Tallent	JARDINE, MATHESON & Co., Ltd.	On 6th Aug., at Noon.
KUDAT & SANDAKAN	DILWALA	Brit. str.	—	W. J. Bishop	DAVID SABROON & Co., Ltd.	On 15th Aug.
HOIHOW (Malis) & HAIPHONG	BORNEO	Ger. str.	—	F. Schull	MELOCHERS & Co.	On 4th Aug., at D'light.
KWANG CHOW WANG & HAIPHONG	SU-KIANG	Brit. str.	1m.	F. Jamieson	BUTTERFIELD & SWIRE	To-day, at 9 A.M.

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR STRAITS DATES OF DEPARTURE
 LONDON, LEITH & ANTWERP "PEMBROKESHIRE" About 10th Aug.
 SHANGHAI, NAGASAKI, KOBE & "DEN OF GLAMIS" About 25th Aug.
 YOKOHAMA
 LONDON, LEITH & ANTWERP "CARMARTHENSHIRE" About 3rd Sept.
 SHANGHAI, KOBE & YOKOHAMA "FLINTSHIRE" About 20th Sept.

Does not carry passengers.
 These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to
 JARDINE, MATHESON & Co., LTD.,
 AGENTS.

Hongkong, 23rd July, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "ITOLA" 5257 tons, Captain W. W. Tucker, will be despatched for YOKOHAMA and KOBE on 2nd Aug., at D'light, to be followed on 10th August by S.S. "MUTTRA" Capt. H. Carry, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "FULTALA" 4154 tons, Captain H. W. Tallent, will leave HONGKONG for SINGAPORE, PENANG and RANGOON on the 6th August, at Noon, followed by the S.S. "FAZILKA" Captain Cammack, on the 9th Aug., at Noon, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to
 JARDINE, MATHESON & Co., LTD.,
 AGENTS.

Telephone No. 215.
 Hongkong, 31st July, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS DATES OF DEPARTURE
 SINGAPORE, PENANG & CALCUTTA "KUTSANG" Wednesday, 31st July, Noon.
 SHANGHAI via NINGPO "KWONGSANG" Friday, 2nd Aug. Noon.
 SHANGHAI, KOBE AND MOJI "FOOKSANG" Saturday, 3rd Aug. Noon.
 MANILA "LOONGSANG" Saturday, 3rd Aug. 2 P.M.
 SHANGHAI "WINGSANG" Monday, 5th Aug. 4 P.M.
 TIENSIN via WEIHAUWEI "CHEONGSHING" Tuesday, 6th Aug. Noon.
 MANILA "YUENSANG" Saturday, 10th Aug. 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG" "NAMRANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Taingtau, Weihaui, Chefoo, (Gulf and North China).

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to
 JARDINE, MATHESON & Co., LTD.,
 GENERAL MANAGERS.

Hongkong, 31st July, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER. 1912
 "MONTEAGLE" Sat., 3rd Aug.
 "EMPRESS OF INDIA" Sat., 24th Aug.
 "EMPRESS OF JAPAN" Sat., 14th Sept.
 "MONTEAGLE" Sat., 8th Oct.
 From Quebec. 1912
 "ALLAN LINE" Fri., 30th Aug.
 "EMPRESS OF BRITAIN" Fri., 29th Sept.
 "ALLAN LINE" Fri., 11th Oct.
 "EMPRESS OF IRELAND" Fri., 1st Nov.

Steamships leave HONGKONG at 6 P.M.
 THE SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless Apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10

Intermediate Steamship "Monteagle" \$43 " " \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

B.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates.

affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CLADDICK, General Traffic Agent for China, Corner Pender Street and Praya opposite Blake Pier.

5

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

THE WELDING AND CUTTING OF METALS By the OXY-ACETYLENE SYSTEM

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

TAIKOO DOCK YARD & ENGINEERING CO. GRAVING DOCK 76' x 88' x 34' 6" Pumps empty Dock in 23 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE OR QUAY-ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 103 TONS.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS, ETC. Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager Mr. J. Reid, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

MANAGERS AND AGENTS.

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship
 "INDEAGHILL,"
 Capt. W. E. Kelway, will be despatched as above TO-DAY, the 31st July.
 This Steamer has superior accommodation for a limited number of Saloon Passengers.
 FAIRE TO BOSTON OR NEW YORK, \$35.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., LTD.,
 Agents.
 Hongkong, 25th June, 1912. [848]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	5 P.M.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon	See Special Advertisement.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SARDINIA	About 6th Aug.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PBEA	About 7th Aug.	Freight only.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 30th July, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 1st Aug. 4 P.M.
SHANGHAI	"ANHUI"	On 3rd Aug. 4 P.M.
HOIHOW (Mails) & HAIPHONG	"SINGAN"	On 4th Aug. 4 P.M.
MANILA, CEBU and LILLO	"KAIFONG"	On 6th Aug. 4 P.M.
WEIHAUWEL, Cebu and Tientsin	"KUEICHOW"	On 8th Aug. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 31st July, 1912. Telephone 36.

HAMBURG-AMERIKA LINIE.

DEUTSCHE DANFSCHEFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levant, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SUEVIA ... 2nd August.	S.S. SILEBIA ... 11th August.
S.S. PISA ... 15th August.	S.S. FURST BUELOW ... 13th August.
S.S. O. J. D. AHLERS ... 22nd August.	S.S. GOLDENFELS ... 23rd August.
S.S. C. FERD. LABISZ ... 11th Sept.	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. ARCADIA ... 24th Sept.	S.S. BRISGAVIA ... 5th Sept.
	S.S. SUEVIA ... 11th Sept.
	FOR BOSTON & NEW YORK:
	S.S. AMERICA ... About 31st Aug.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th July, 1912.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 9th Aug.	On 17th Aug. Noon.
ALDENHAM	On 23rd Aug.	On 31st Aug. Noon.
EMPIRE	On 23rd Aug.	On 14th Sept. Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Pasmore	FRIDAY, 2nd Aug., at 11 A.M.
"HAITAN"	Capt. J. S. Roub	TUESDAY, 6th Aug., at 11 A.M.
"HAITANG"	Capt. A. E. Hodgins	FRIDAY, 9th Aug., at 11 A.M.

For SWATOW AND RETURN.
(Occupying 3 Days)."HAIMUN" ... Capt. J. W. Evans ... WEDNESDAY, 31st July, at 11 A.M.
Steamers will arrive at and depart from the Company's Wharf (near Race Point). During the months of July and August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Fochow.
For Freight and Passage, apply to—DOUGLAS, LAIRAIR & Co.,
GENERAL MANAGERS.

Hongkong, 31st July, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU
TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.
"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., Noon.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 8th Oct., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 13th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,500	TUESDAY, 6th Aug., 5 P.M.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 58 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 31st July, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 6th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 3rd Oct., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 15th Oct., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco—

From Manila ... G. \$120.00
From Hongkong, Shanghai and Keelung ... G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama ... G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOCHOW VIA SWATOW AND AMOY	"KAIJO MARU"	WEDNESDAY, 31st July, at Noon.
TAMSUI VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 4th Aug., at Noon.
ANPING VIA SWATOW AND AMOY	"MIYAJIMA MARU"	WEDNESDAY, 7th Aug., at 10 A.M.

N.B.—The Co's Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co.'s wharf (near the Harbour Office, Praya Central). For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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S. HIROI,
MANAGER.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	AKI MARU Capt. B. Koa	12,000	WEDNESDAY, 14th Aug., at Daylight.
	MISHIMA MARU Capt. A. E. Moes	16,000	WEDNESDAY, 28th Aug., at Daylight.
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	YOKOHAMA MARU Capt. N. Noda	12,500	TUESDAY, 13th Aug., at 4 P.M.
	INABA MARU Capt. S. Tomimaga	12,500	TUESDAY, 27th Aug., at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. Sakai	7,000	FRIDAY, 2nd Aug., at Noon.
	NIKKO MARU Capt. N. Yagi	9,600	FRIDAY, 30th Aug., at Noon.
BOMBAY VIA SINGAPORE, and COLOMBO	HAKATA MARU Capt. H. Nomura	12,000	MONDAY, 5th Aug.
KOBE and YOKOHAMA	KAGA MARU Capt. Tabusa	12,000	WEDNESDAY, 31st July, at 5 P.M.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Noguchi	5,000	WEDNESDAY, 31st July.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi	9,600	WEDNESDAY, 31st July, at Noon.
SHANGHAI and KOBE	JINSEN MARU Capt. Machida	4,000	MONDAY, 12th Aug.

NEW LINE OF STEAMERS

BETWEEN
KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"CEYLON MARU," 6,000 tons. Capt. Tozawa. Friday, 2nd Aug.
"HIROSHIMA MARU," 4,000 tons. Capt. Hirose. Saturday, 10th Aug.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamers' Calling Ports in Japan.

For Further Information as to Freight, Sailings, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

112-13-656

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (Brindisi 1 day later)
DELTA	8000	Aug. 3	Sept. 1	Sept. 7
ARCADIA	7000	Aug. 17	Sept. 15	Sept. 21
ASSAYE	7500	Aug. 31	SATURDAY, Sept. 28	FRIDAY, Oct. 4
INDIA	8000	September 14	Oct. 12	Oct. 18
DEVANHA	8000	September 28	Oct. 26	Nov. 1
CHINA	8000	October 12	Nov. 9	Nov. 15
DELTA	8000	October 26	Nov. 23	Nov. 29

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON 471/6 SINGLE. 206/14 RETURN.
2nd 248/8 272/2

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

1 PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
NUBIA	about September	October 19
SARDINIA	about September	November 2
NAMUR	about October	December 1
NANKIN	about October	December 15
NYANZA	about November	December 29

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:
1st SALOON 255/0 SINGLE. 222/0 RETURN.
2nd 138/10 257/4

For further Particulars, apply to—

H. W. D. SHALLARD,
ACTING SUPERINTENDENT.

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SILK RIBBONS AND COMMON RIBBONS

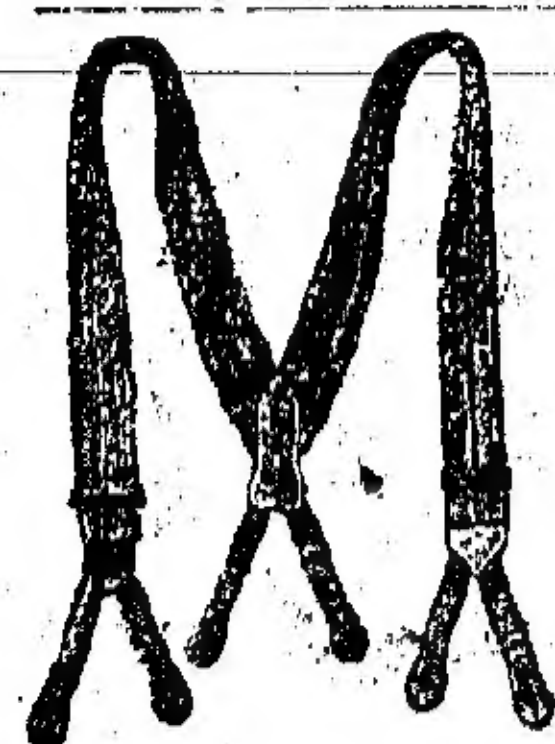
in all sizes and designs are exhibited in my Sample-Showrooms!
RIBBONS in the NEW CHINESE NATIONAL COLOURS
are the latest.

**PET. WILH. KROMMES,
ELBERFELD.**

General Agent for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 980.
Hongkong, 26th July, 1912. (48-11)



BRACES

AND

BELTS.

The requirements of the
MODERN CHINESE!

Samples from 3/- per doz. up to the most stylish and fashionable
designs may be seen at the Showrooms of

HUGO C. A. FROMM,

4 QUEEN'S BUILDINGS.
GENERAL AGENT FOR HONGKONG AND CHINA OF

**C. G. BODEN & SOEHNE,
GROSSROEHRSDORF (Germany).**

Hongkong, 26th July, 1912. (48-12)



OBTAINABLE FROM—

THE SINCERE CO., LTD.,

Hongkong, 26th July, 1912. (48-22)

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.

Letters for this route should be superscribed via SIBERIA.

The *Arctica*, with the English Mail, left Singapore on Sunday, the 28th instant,
at 9 a.m., and may be expected to arrive here to-morrow, at 6 a.m. This
packet brings the parcel mails closed in London for despatch by the air sea route on the
5th June, and for despatch overland on the 3rd July.

The *Anhui*, with the Siberian Mail, is due to arrive here to-morrow.

FOR	PER	DATE
Fort Bayard, Haiphong and Pakhoi	Su Kiang	Wednesday, 31st, 8.00 A.M.
Swatow and Siam	Indraghni	Wednesday, 31st, 9.00 A.M.
Swatow and Siam	Huayard	Wednesday, 31st, 10.00 A.M.
Swatow and Siam	Huayard	Wednesday, 31st, 10.00 A.M.
Straits and India via Calcutta	Kishan	Wednesday, 31st, 11.00 A.M.
Japan via Nagasaki	Nikko Maru	Wednesday, 31st, 11.00 A.M.
Straits, Colombo and India via Calcutta	Su Kiang	Wednesday, 31st, 11.00 A.M.
Shanghai, North China, and Japan via Yokohama	Kishan	Wednesday, 31st, 11.00 A.M.
Swatow, Amoy and Foochow	Kishan	Wednesday, 31st, 11.00 A.M.
Swatow, Amoy and Foochow	Kishan	Wednesday, 31st, 11.00 A.M.
Straits and India via Calcutta	Torilla	Wednesday, 31st, 2.00 P.M.
China	Eri	Wednesday, 31st, 3.00 P.M.
Japan via Kobe	Kaga Maru	Wednesday, 31st, 4.00 P.M.

Macao	Sui Tai	Thursday, 1st, 1.15 P.M.
Shanghai and North China	Chinthea	Thursday, 1st, 5.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Aradina	Thursday, 1st, 4.00 P.M.
Japan via Yokohama	Itoya	Thursday, 1st, 5.00 P.M.
Swatow, Amoy and Foochow	Haiching	Friday, 2nd, 10.00 A.M.
Philippine Islands, Australia, Tasmania, and New Zealand via Brisbane	Yanaka Maru	Friday, 2nd, 11.00 A.M.
Shanghai and North China	Kwonggang	Friday, 2nd, 11.00 A.M.
Macao	Sui Tai	Friday, 2nd, 1.15 P.M.
Japan via Moji and South Amoy	Boothong	Friday, 2nd, 4.00 P.M.
Shanghai, North China and Japan via Kobe	Zookang	Saturday, 3rd, 10.00 A.M.
SWATOW, BURMAH, CEYLON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADELPHI, JAPAN AND EUROPE VIA BANGKOK		Saturday, 3rd, 10.00 A.M.
(Late Letters 11.00 to Noon. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed on Friday, the 2nd August at 5 p.m.		
Philippine Islands	Loonggang	Saturday, 3rd, 1.00 P.M.
Macao	Sui Tai	Saturday, 3rd, 1.15 P.M.
Haiphong, Haiphong and Pakhoi	Singun	Saturday, 3rd, 5.00 P.M.
Shanghai and North China	Anhui	Saturday, 3rd, 5.00 P.M.

SHANGHAI, NORTH CHINA, JAPAN VIA MOJI, UNITED STATES, SOUTH AMERICA AND CANADA VIA VANCOUVER (EUROPE VIA SIBERIA)	Monteagle	Thursday, 1st August, 1.00 P.M.
Swatow	Haiching	Monday, 5th, 3.00 P.M.
Swatow and Siam	Minnesota	Monday, 5th, 3.00 P.M.
Shanghai and North China	Winggang	Monday, 5th, 3.00 P.M.
Japan via Kobe	Aratton Apoc	Tuesday, 6th, 10.00 A.M.
Swatow, Amoy and Foochow	Haiching	Tuesday, 6th, 10.00 A.M.
Straits and Burma	Fullata	Tuesday, 6th, 10.00 A.M.
Formosa via Keelung, SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA AND SOUTH AMERICA via SAN FRANCISCO	Monteagle	Thursday, 1st August, 1.00 P.M.
(EUROPE VIA SIBERIA)		

COMMERCIAL

CLOSING QUOTATIONS

ON LONDON	July 30th
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days sight	111 1/2
Bank Bills, at 4 months sight	111 1/2
Credit, at 4 months sight	111 1/2
Documentary Bills at 4 months sight	111 1/2
ON PARIS	July 30th
Bank Bills, on demand	250
Credit, at 4 months sight	234 1/2
ON GERMANY	July 30th
On demand	203
ON NEW YORK	July 30th
Bank Bills, on demand	48 1/2
Credit, at 60 days sight	49 1/2
ON HONGKONG	July 30th
Telegraphic Transfer	148
Bank, on demand	148 1/2
ON CALCUTTA	July 30th
Telegraphic Transfer	148
Bank, on demand	148 1/2
ON SHANGHAI	July 30th
Bank, at sight	73 1/2
Private, 30 days sight	74 1/2
ON YOKOHAMA	July 30th
On demand	97 1/2
ON MANILA	July 30th
On demand	97 1/2
ON SINGAPORE	July 30th
On demand	84 1/2
ON BATAVIA	July 30th
On demand	119 1/2
ON HAITHONG	July 30th
On demand	7 1/2 p.m.
ON SINGAPORE	July 30th
On demand	6 1/2
ON BANGKOK	July 30th
On demand	110.00
SOVEREIGNS, Bank's Buying Rate	110.00
GOLD LION, 100 fine, per test	362.30
BANK BILLS, per 100	27 1/2

SUBSIDIARY COINS

Chinese	per cent
20 cents pieces	38.00 discount
10 " "	48.48
Hongkong "20	47.10
Hongkong "10	48.20

MAILS VIA SIBERIA

London	Shanghai
July 10th	July 27th
July 13th	July 29th

SHARE LIST—QUOTATIONS

HONGKONG, 30th JULY, 1912.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTA- TIONS CASH
BANKS				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$825, sal. & buy L'don & 3 10/-
China Borneo Company, Limited	60,000	\$12	all	\$3
China Light and Power Company, Limited	50,000	\$5	all	\$2 1/2
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$5, sellers
COTTON MILLS				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 96
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22
DOCKS AND WHARVES				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$62, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$46
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 93
Green Island Cement Co., Limited	400,000	\$10	all	\$4, sellers
Hongkong Electric Co., Limited	60,000	\$10	all	\$22 1/2
Hongkong Hotel Company, Limited	12,000	\$50 1/2	all	\$115, buyers
Manila Metropole Hotel Limited	15,000	P. 10	all	\$75, buyers
Hongkong Ice Company, Limited	50,000	\$25	all	\$20 1/2, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19 1/2
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7, sellers
INSURANCES				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$24, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$133, sales
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 135
Union Insurance Society, Limited	12,400	\$250	\$100	\$80, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$195, Ex 75
LANDS AND BUILDINGS				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$102, x. div. sel.
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7.85, sal. & buy.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	\$54, buyers
Manchukung to Mian, Boshan	25,000	Gls. 10	all	Tls. 62
Landbouw exploitatie in Langkat				
MINING				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	33.6
Trouth Mines, Limited	160,000	\$1	all	75, buyers
Heavsped Tin and Rubber Estate, Ltd.	715,280	2/-	all	4/3
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4, sales
Peak Tramways Co., Limited	25,000	\$10	all	\$101, buyers
Philippine Co., Limited	50,000	\$10	all	\$1
REFINERIES				
China Sugar Refining Co., Limited	20,000	\$100	all	\$117
London Sugar Refining Co., Limited	7,000	\$100	all	\$33, sales
STEAMSHIP COMPANIES				
China and Mian Steamship Co., Ltd.	30,000	\$25	all	\$83
Douglas Steamship Co., Limited	20,000	\$50	all	\$26
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$72, L'don sel. £7. 5s.
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	103/-, buyers
Star Ferry Company, Limited	10,000	\$10	all	\$39, buyers
South China Morning Post, Limited	10,000	\$10	all	\$81, buyers
Steam Laundry Company, Limited	6,000	\$25	all	\$22
Swire and Despatch	20,000	\$5	all	\$5, sellers
WINE MERCHANTS				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$7
Watkins, Limited	10,000	\$10	all	\$4.30, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$4.90, sales
Weissmann, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12
Societe des Papiers et Papiers de Tonkin	13,200	\$50	all	\$33
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$6, buyers
Union Waterboat Co., Limited	100 shares	\$10	all	\$94, buyers
RUBBER				
Para Rubber in London				4/11 per lb., sellers.
LOANS				
Amount	Value	Interest	Quotation	
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7 1/2 p. annum	1 p.m.
VERNON & SYMTH, Share Brokers				

FORTHCOMING EVENTS

Thursday, 1st August:— 9.15 A.M.—Minden Day—Trooping of Colours on Cricket Ground.	
Tuesday, 6th August:— Noon—Hongkong, Canton and Macao Steam- boat Co., Ltd., Ninety-Second Ordinary Half-Yearly Meeting.	
3 P.M.—Auction of Crown Land at below Kennedy Road, by Public Works Dept.	
4.30 P.M.—Lady May's "At Home," Mountain Lodge.	

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RECEIVED ON 11.11.11. FROM LONDON:—

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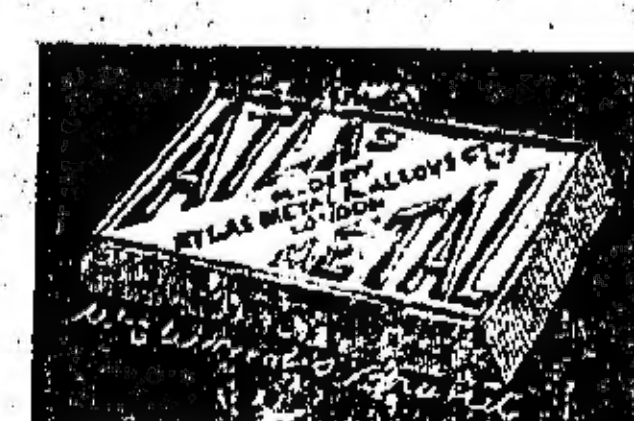
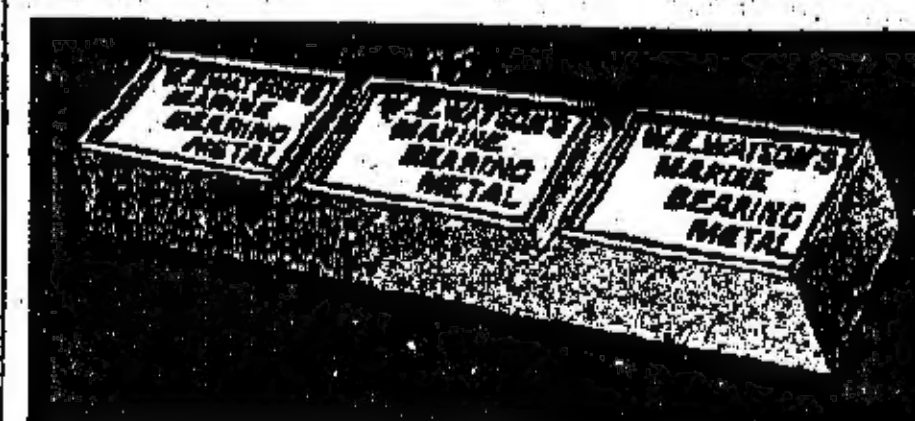
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